

THE China Mail.

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五七五六年八百八千英

HONGKONG, FRIDAY, MAY 7, 1886.

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.
LONDON.—P. ALBEE, II & 12, Clement's
Lane, Lombard Street, E. C. GEORGE
STREET, & Co., 39, Cornhill, GORDON
& GOTCH, Ludgate Circus, E. C. BATES
HENRY & Co., 37, Walbrook, E. C.
SAMUEL DEACON & Co., 150 & 154,
Lambeth Street.

SAN FRANCISCO and American Posts
generally.—BROWN & BLACK, San Fran-
cisco.

SINGAPORE, STRAITS, &c.—SAUND-
& CO., Squire, Singapore, O. HEINSE-
& CO., Manila.

CEYLON.—W. M. SMITH & Co., THE
APOSTOLIC CO., Colombo.

CHINA.—M. F. A. DE CRUZ, Se-
cure, Queralt & Co., AMY WILSON,
Nicholls & Co., Fochon, Heng &
Ou, Shantung, Lintz, Crawford &
Co., and Kelly & Walsh, Yokohama,
Lane, Crawford & Co., and Kelly
& Co.

Banks.

THE NEW ORIENTAL BANK
CORPORATION, LIMITED.

AUTHORIZED CAPITAL.....\$2,000,000

PAID-UP.....\$500,000

REGISTERED OFFICE,
40, THREADNEEDLE-STREET, LONDON.

BRANCHES:
In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit,
buys and sells Bills of Exchange,
issues Letters of Credit, forwards Bills for
Collection, and transacts Banking and
Agency Business generally on terms to be
had on application.

Interest allowed on Deposits:

Fixed for 3 months, 5 per cent. per annum.

" 6 " 3 "

On Current Deposit Accounts 2 per cent.
per annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL
BANK CORPORATION, in Liquidation, or the
Balance of such Claims, purchased

1.—By an immediate Payment in Cash of
not less than 90% for the whole
Claim.

2.—44 100% Payment being made in
Fully paid Scrip of the Corporation's
34 next Inst. Perpetual Debenture
Stock, carrying interest from date of
issuance, and exchangeable for Stock
W. Rante of \$100 with Half-Yearly
Interest Coupon attached, on the
Scrip being made up to any even
multiple of \$100.

HOLDERS of this Stock incur no liability
whatever.

H. A. HERBERT,
Manager,
Hongkong Branch.

Hongkong, April 27, 1886. 353

HONGKONG & SHANGHAI BANKING
CORPORATION.

PAID-UP CAPITAL.....\$7,500,000

RESERVE FUND.....\$4,500,000

RESERVE FOR EQUALIZATION
OF DIVIDENDS.....\$500,000

RESERVE LIABILITY OF PRO-
PRIETORS.....\$7,500,000

COUNCIL OF DIRECTORS.

Chairman.—A. McLEWIS, Esq.

Deputy Chairman.—M. GIBBS, Esq.

G. D. BOTTOMLEY, Esq. 301, Esq.

H. L. DALEYMEYER, Esq. Hon. W. KIRKWOOD, Esq.

H. HOFFMUS, Esq. A. P. McLEWIS, Esq.

H. HOFFMUS, Esq. Hon. F. D. SASSON.

CHIEF MANAGER.—THOMAS JACKSON, Esq.

MANAGER.—ESTYN CAMERON, Esq.

LONDON BANKERS.—London and County
Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate
of 3 per cent. per annum on the daily
balance.

For Fixed Deposits—

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

LOCAL BILL DISCOUNTED.

Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts granted on London, and the
chief Commercial-places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, February 27, 1886. 402

NOTICE.

RULES OF THE HONGKONG
SAVINGS' BANK.

1.—The business of the above Bank will
be conducted by the Hongkong and
Shanghai Banking Corporation, on their
premises in Hongkong. Business hours
on week-days, 10 to 3; Saturdays, 10
to 1.

2.—Sums less than \$1, or more than \$250
at one time will not be received. No
depositor may deposit more than \$2,500
in any one year.

3.—Depositors in the Savings' Bank having
\$100 or more at their credit may at
their option transfer the same to the
Hongkong and Shanghai Banking Cor-
poration on fixed deposit for 12 months
at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per
annum will be allowed to depositors on
their daily balances.

5.—Each Depositor will be supplied gratis
with a Pass-Book which must be pre-
sented with each payment or with-
drawal. Depositors must not make
any entries themselves in their Pass-
Books but should send them to be
written up at least twice a year, about
the beginning of January and begin-
ning of July.

6.—Correspondence as to the business of
the Bank is to be made on Hongkong
Savings' Bank Business in forwarded free
by the various British Post Offices in
Hongkong and China.

7.—Withdrawal may be made on demand,
but the payment of dividends, the
depositor of his duly appointed agent,
and the promotion of his Pass-Book
are necessary.

8.—The business of the Bank is to be
conducted by the Hongkong and
Shanghai Banking Corporation in
conformity with the rules of the
various British Post Offices in
Hongkong and China.

9.—Orders sent to the Remittee will be
promptly attended to.

Hongkong, May 7, 1886.

G. EVENS,

Solicitor to the Liquidators.

Entertainment.

THEATRE ROYAL,
CITY HALL.

TO-MORROW EVENING,
the 8th May, 1886.

Under the Patronage of the PRESIDENT,
VICE-PRESIDENT, and MEMBERS of the
ST. ANDREW'S SOCIETY.

The Event of the Season.

FIRST and FAREWELL BENEFIT
TO M. CHARLES A. TYRELL,

On which occasion will be produced for the
FIRST TIME, IN HONGKONG.

The great historical Scottish
Drama

'ROB ROY.'

With the following complete
and Powerful Cast:

Sir Frederick Ver... } Mr. J. Hazland.

Rashleigh Osbal... } Mr. S. Strachan.

distone... } Mr. Wm. Scott.

Francis Obadistone Mr. Wm. Scott.

Mr. Owen... } Mr. W. E. Crow.

Captain Thornton... } Mr. C. H. Grace.

Major Galbraith... } Mr. A. W. Quinton.

Rob Roy Magre... } Mr. R. Fraser-Smith.

Dougal... } Mr. Neil O'Brien.

MacStuart... } Mr. M. Taylor.

Sunders Wylie... } Mr. W. F. Franchard.

Jean McAlpine... } Miss Blanche Thompson.

Robert... } Miss Anna.

Muster Lamont... } Miss Eva Daenport.

Helen McGregor... } Miss Florence Seymour.

Matte... } Miss R. Fraser-Smith.

Jean McAlpine... } Miss Stella.

Highlanders, Travellers, Soldiers, etc.

Conductor... } Mr. George Grindell.

Piper... } Mr. Adam Hogg.

All the Music, incidental to the Drama,
will be faithfully rendered, consisting of the
following numbers:—

Soon the Sun will... } Company.

Can't you see... } Company.

W. R. 300... } Company.

For Sale.

MacEWEN, FRICKEL & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

HAVE FOR SALE
THE FOLLOWING
STORES.

YORK HAMS.
ROLL BUTTER.
TOPSCAR BUTTER.
FRENCH BUTTER.
EFF'S COCOA.
VAN HOUTEN'S COCOA.
PICNIC TONGUES.
MACKEREL IN 5lb TINS.
RAISINS AND CURRANTS.
CRYSTALLIZED FRUITS.
SAVORY & MOORE'S NEW INFANT FOOD.
BARNES & CO.'S JAMS.
POTTED MEATS.
PATE DE FOIS GRAS.
SWISS MILK.
BORDEN'S
CONDENSED MILK.
COOKING STOVES.
KEROSENE LAMPS.
WINES, &c.

GIBSON'S SPARKLING SAUMUR, Pts. & Qua.
SAUCONNE'S MANZANILLA.
SAUCONNE'S OLD INVALID PORT.
OLD BOURBON WHISKY.
BURKE'S OLD IRISH WHISKY.
ROYAL GLENDEA WHISKY.
MARSALA.
&c., &c., &c.

THE USUAL ASSORTMENT

OF
OILMAN'S STORES,
at the
LOWEST POSSIBLE PRICES
FOR CASH.MacEWEN, FRICKEL & Co.
Hongkong, February 10, 1886.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office—Price, \$1 each.

CHINA MAIL OFFICE.

To Let.

TO LET.

THE HOUSE in CASTLE ROAD No. 1.
Apply to the SPANISH PROCURATOR, No. 14, CAINE ROAD. Terms moderate. Possession on the first of the month.
Hongkong, February 6, 1886.RICHMOND TERRACE,
TO BE LET—FURNISHED.A very comfortable HOUSE, with SIX
Rooms, Dressing Room, Library,
Three Bath Rooms, convenient Out Offices,
Tennis Courts, and Garden.
For Nine months from May next.

Apply to

J. D. HUMPHREYS,
22, Queen's Road Central,
Hongkong, April 1, 1886.

TO LET.

A FIVE-ROOMED HOUSE at the PEAK,
Good TENNIS GROUND attached.
Apply toDENNYS & MOSSOP.
Hongkong, January 28, 1886.

TO LET.

ROOMS in COLLEGE CHAMBERS.
Nos. 4 and 8, SEYMOUR TERRACE.
Apply toDAVID SASSOON, SONS & CO.
Hongkong, March 27, 1886.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debts contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour—

ABRAHAMS, American barque, Capt.

B. C. PENDLETON—Order.

ALICE ROWE, Hawaian barque, Captain J.

PHILLIPS—Captain.

BENZELIN, British steamer, Captain Bob.

TARQUIN—Gibb, Livingston & Co.

CHING-wo, British steamer, Captain R.

MICHIGAN—Arnold, Karkev & Co.

ELIZABETH A. READ, British ship, Capt. N.

B. HATTFIELD—Order.

FRED. P. LITCHFIELD, American barque,

Capt. Samuel Birtchard—Order.

HALLOWEEN, British ship, Captain R. F.

DODON—Gibb, Livingston & Co.

HERCULES S. SANTONIO, American ship, Capt.

G. W. PENDLETON—Order.

HORNET, British steamer, Capt. G.

THOMPSON—Arnold, Karkev & Co.

INTERIOR, American ship, Captain J.

PEACEFUL, American ship, Capt. J.

MAGNIFICENT, German barque, Capt. Mohl-

bach—Machers & Co.

SIR B. BRITISH, steamer, Captain Dodd—

Gibb, Livingston & Co.

WARRIOR—Mackay, Br. barque, Capt. G.

Cape HEDDON—Arnold, Karkev & Co.

ZEBOR, British barque, Capt. O. Miller—

Order.

Intimations.

Chinese Imperial Government Eight Per Cent. Loan of 1881

SIXTH DRAWING.

NOTICE IS HEREBY GIVEN, that, in conformity with the stipulation contained in the Bonds of this Loan, the following Numbers of Bonds to be paid off at Par at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, in Hongkong, on the 4th day of May, 1886, when the Interest thereon will cease to be payable, were this day Drawn at the Office of the said Corporation in Hongkong, in the presence of Mr. HERBERT MAURICE BEVIS, Chief Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

1,096 Bonds, Nos.:

3	883	1763	2042	3525	4402	6244	6105	7044	7924
11	892	1773	2050	3633	4412	6203	6173	7051	7933
19	900	1779	2049	3541	4419	5302	6180	7060	7941
27	907	1789	2068	3548	4427	5307	6187	7069	7949
37	916	1797	2077	3557	4436	5316	6195	7075	7955
44	924	1803	2086	3563	4445	5323	6206	7085	7965
52	934	1813	2091	3572	4452	5333	6212	7094	7974
61	942	1820	2099	3581	4459	5341	6220	7099	7979
67	950	1830	2107	3589	4468	5348	6227	7107	7989
77	958	1838	2116	3595	4475	5357	6235	7110	7990
84	964	1845	2124	3604	4484	5363	6244	7123	8002
92	972	1853	2131	3613	4491	5372	6251	7135	8011
100	979	1859	2142	3622	4502	5381	6260	7141	8019
108	987	1863	2147	3630	4508	5388	6272	7145	8028
117	995	1873	2158	3636	4517	5395	6277	7155	8037
125	1005	1884	2167	3644	4525	5405	6286	7165	8045
133	1011	1892	2172	3655	4532	5412	6291	7173	8051
141	1019	1898	2180	3661	4540	5419	6299	7182	8060
150	1027	1909	2189	3668	4548	5428	6307	7189	8068
156	1036	1917	2197	3675	4558	5437	6315	7190	8075
163	1043	1925	2203	3686	4565	5444	6323	7205	8083
173	1051	1933	2211	3691	4571	5451	6332	7213	8093
180	1059	1941	2220	3699	4581	5461	6339	7221	8100
190	1067	1949	2228	3710	4590	5469	6347	7227	8109
198	1076	1955	2238	3715	4595	5476	6355	7238	8115
204	1082	1964	2245	3724	4603	5488	6363	7244	8123
212	1091	1972	2253	3731	4614	5495	6370	7253	8132
217	1100	1984	2261	3740	4622	5499	6381	7261	8141
227	1107	1987	2267	3748	4630	5510	6389	7265	8147
236	1115	1997	2276	3758	4637	5516	6396	7275	8158
243	1124	2005	2284	3765	4644	5524	6404	7285	8165
251	1131	2013	2291	3774	4652	5532	6412	7291	8174
259	1139	2022	2292	3781	4662	5540	6422	7301	8179
269	1146	2029	2299	3790	4667	5548	6429	7309	8188
278	1155	2036	2306	3796	4676	5556	6437	7317	8195
286	1163	2043	2303	3805	4685	5563	6443	7323	8203
293	1171	2052	2312	3814	4692	5571	6451	7331	8211
300	1179	2061	2319	3822	4699	5583	6459	7339	8210
310	1190	2069	2319	3828	4708	5589	6470	7351	8227
315	1195	2075	2327	3837	4717	5596	6476	7356	8236
324	1203	2083	2326	3845	4726	5605	6482	7363	8244
331	1212	2091	2321	3853	4734	5611	6492	7373	8251
340	1222	2098	2328	3861	4740	5620	6500	7381	8259
348	1227	2107	2337	3870	4749	5628	6509	7389	8268
356	1235	2115	2347	3878	4758	5635	6517	7395	8275
363	1243	2123	2350	3886	4766	5645	6523	7405	8286
371	1252	2131	2359						

THE LOSS OF THE "OREGON"

Some communications to the Press on the loss of the Cunard steamer "Oregon" give expression to a feeling which is daily growing. The first accounts of the disaster were somewhat confused, and public attention was concentrated on the good fortune by which every life on board the vessel was saved. The story of a mysterious schooner with which the "Oregon" had come into collision was accepted without suspicion in the confidence that further explanation would come. The captain's statement was that at half-past four on the morning of the 14th inst. a sailing-vessel suddenly loomed up. When first noticed she showed no light, but when too close to clear us she showed a white light—it cannot say on what part of her. The vessel struck us and ships and stove a big hole in our port side. After describing that the usual watch was on deck, the captain continued: "The vessel running into us must have sunk immediately; when we looked for her she was not in sight. She must have gone down with all on board!" The captain was not on deck at the time of the collision, and the vessel was in charge of the first officer, who was on the bridge on the port side—the side on which the "Oregon" was struck. The fourth officer was also on the bridge, but on the starboard side. The report of these officers, from whom of course the captain obtained his account of the catastrophe, was that they saw a sudden dash of white light, which as suddenly disappeared. The look-outs gave no notice of the proximity of a ship and no side lights were shown, so that the first officer concluded that the light came from a pilot boat. The hole was not hard apart, but before the "Oregon" could answer the collision had taken place. The first officer at once ordered the engines to be stopped and intended to "boat ship" and go to the help of the schooner, "but that vessel, after striking the "Oregon" twice, disappeared, not a cry being heard." These are all the traces of the schooner to be found in the published accounts. It does not appear from these statements that the vessel was ever seen. The look-outs gave no sign. The first officer took the dash of light he saw to be the light of a pilot-boat. Then came the collision, and as he turned his ship to look for the vessel which had struck them, it had vanished. From that time to this no trace has been found of the missing vessel. The masts of the wrecked steamer are being recovered, and her position on the sea bottom twenty fathoms deep has been clearly ascertained; but of the wrecked schooner not a spar, nor a boat, nor a body has turned up. She has gone down and made no sign. None of these circumstances, puzzling as they are, can be regarded as entirely inconsistent with the theory of collision. The damage to the "Oregon" herself is more difficult to account for. It seems to be certain that the huge steamer has broken in two, and that seems to point to far greater injury than the officers knew of. So little did the first officer dream of the serious nature of the accident that his first thought was to turn to the rescue of the schooner with which the "Oregon" had been in collision. He turned, but there was no schooner there; and a moment's reflection on the confusions of the evidence suggests the suspicion that there never was one. The captain, too, had no idea that the "Oregon" would sink, and, instead of heading for the shore, fifteen miles off, kept on for Sandy Hook, fifty miles away. This confidence seems inexplicable when the bow of a great schooner had just ploughed its way through the side of the steamer, leaving a hole through which a team could be driven. The passengers were more ignorant of the disaster than the officers. Although their steamer while going eighteen knots was suddenly arrested by another vessel crashing into it, they were—unbeknownst to their hearts and to many of them—slept on and had as yet been awakened. The noise of the collision is described, not as a great crash of wood and iron and glass, as is usual in such cases, but as like the report of a cannon, and it followed the sudden dash of white light, which the officers observed. There is, therefore, some reason for contending that the theory of explosion fits the facts more accurately than that of collision. If the "Oregon" was really lost by collision it ought to be possible to find some trace of the schooner, which must have sunk on the spot; and, till some such trace is found the public mind will naturally incline to theories more alarming than even on the inference that a great passenger steamer can be run down by a sailing vessel that nobody sees till she has plunged into the steamer's side, and nobody can find where the fatal damage has been done.

The officers and crew of the "Oregon" have left Boston for Liverpool in the steamer "Catalonia." Arriving vessels continue to land mail-bags picked up near the wreck of the "Oregon." A reward of \$15 per bag has been offered by the New York banking-houses for their recovery, and 222 of the 593 bags shipped have been recovered. Among the latest found are six registered bags from Liverpool, Belgium, France, and Russia, a money-order list from Antwerp, three closed bags from London, containing 3,500 letters, and also a large newspaper mail—these being delivered sealed with water.

In the House of Commons Sir H. Tyler asked Mr. Mundella whether he had any further information as to the cause of the disaster to the "Oregon"; whether any vessel that could have come into collision with the "Oregon" was known to be missing; whether he could explain how a first-class steamer with water-tight compartments to prevent her in such a case from sinking, could only keep afloat for a few hours after the injury she had received, and whether steps could not be taken to render vessels less easily sinkable. Mr. Mundella said he ordered a full inquiry into the subject some days ago, and until it was completed he could not express any opinion.

AN IMPORTANT EXPLORATION VOYAGE.

Says the "Sydney Herald":—An exploring voyage of more than usual interest and importance is shortly to be undertaken by Captain John Strachan. It will be remembered that Captain Strachan, in January last, returned to Sydney, after having spent several months, in company with a party of pioneers, in exploring and selecting land which extended over an area of about ten thousand square miles in British New Guinea, from the western boundary in 141 to 143° 10' E. longitude, and inland to the banks of the Fly River. It had been Captain Strachan's intention to return to the scene of his explorations as representative of an extensive company, which would have bid for its objects the acquisition of territory, and the immediate opening of a direct trade in Papuan natural products between Sydney and New Guinea. In consequence, however, of the unsettled state of governmental affairs with regard to annexation arrangements, he has since decided to leave the interest which he would have held in the proposed company to the care of his associates, and to launch out upon a fresh and a wider scheme of exploration. His present intention is to conduct operations entirely in the New Guinea territory of the Netherlands India Government; and arrangements are being made for a start

towards the end of next month. For this purpose, the steamer "Somers" (now of 130 tons), has been selected, and she will be fitted out for a 12 months' cruise. It is Captain Strachan's intention to leave Port Jackson, and to make direct for the 141st degree of longitude, viz., the Eastern port of the Netherlands India possessions, and thence to follow the hitherto unexplored coastline to the westward, thence through the Bunga, where he anticipates discovering a large river in the 4th and 5th degrees of latitude. The existence of this stream Captain Strachan made pointed reference to in the course of recent lectures and official reports, and having struck it, he intends to follow it as far as it is navigable, which he considers will be as far inland as the Charles Louis range of mountains, a line of hills which run across the centre of New Guinea, about 150 miles, varying in height from several hundred feet up to 9000 or 10,000 feet. Returning thence it is intended to proceed to the Aru Islands, of which Dobbi is the trading port. Interpreters will be obtained here, and the voyage will be continued to M'Clure's Inlet, at the extreme north-west of New Guinea. From there, Ceram and Mysol, two islands in the Malayan Archipelago, will be visited, and in due course the Celebes Islands and South Borneo. Thence the party will proceed to Batavia, for the purpose of interviewing the Governor-General of Netherlands India, in order to make the necessary arrangements for compliance with the Residence Act, under which land can be acquired by explorers, planters, or pioneers, in any portion of Netherlands New Guinea, or on the islands of the Malayan Archipelago, over which the Dutch Government has control. The return voyage will be via the Islands of Timor, Timor Laut, the Flores, and thence to Sydney. Port Jackson, it is anticipated, will be reached about January or February, 1887. Arrangements are being made for the conveyance of a number of passengers, who may be desirous of making a scientific, pleasure, or trading trip. Space will be set apart for each gentleman on board of the schooner for the storage of trade, island curiosities, botanical, and other specimens which may be collected, and other arrangements are being perfected which should render the trip not only of an enjoyable nature, but highly valuable in the interests of scientific investigation and profitable to those who may desire to take part in it.

JARDINE, MATHESON & CO.,
PIERS AND GODOWNS,
WEST POINT.

THESE are now in Working Order.—
STEAMERS are BURNED at the Wharf,
CARGO RECEIVED and STORED at Cheap Rates.

THE GODOWNS are two storied, dry, airy, and well suited for the STORAGE of SALT, COTTON and WOOLLEN PIECE GOODS, as well as GENERAL MERCHANTISE.

Advances made on CARGO STORED.

For Rates and further Particulars, apply to the MANAGER, or to

JARDINE, MATHESON & CO.
Hongkong, December 2, 1885. 2092

Intimations.

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist,
Formerly Apothecary and Late-
Tutor to Dr. Rogers.)

The urgent request of his European
and American patients and friends,
has TAKEN THE OFFICE formerly oc-
cupied by Dr. Rogers,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address

2, DUDDELL STREET,

(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

JARDINE, MATHESON & CO.'S
PIERS AND GODOWNS,

WEST POINT.

THESE are now in Working Order.—
STEAMERS are BURNED at the Wharf,
CARGO RECEIVED and STORED at Cheap Rates.

THE GODOWNS are two storied, dry,
airy, and well suited for the STORAGE of SALT, COTTON and WOOLLEN PIECE GOODS, as well as GENERAL MERCHANTISE.

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JARDINE, MATHESON & CO.,

Hongkong, December 2, 1885. 2092

NOTICE.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned are prepared to accept

Risks on First Class Godowns at 3

per cent, not premium per annum.

NORTON & CO., Agents.

Hongkong, May 19, 1881. 932

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOATS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ,

PORT SAID.

MEDITERRANEAN AND BLACK

SEA PORTS.

MARSEILLE, AND PORTS

OF BRAZIL, AND LA PLATA;

ALSO

BORDEAUX, LE HAVRE, DUNKIRK,

LONDON AND ANTWERP.

ON THURSDAY, the 13th of May, 1886, at Noon, the Company's S.S. "NATAL," Commandant STOCH with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 3 p.m. on the 12th May, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, April 30, 1886. 873

NOTICE.

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are

respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FREIGHTS should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,

Secretary.

Hongkong, August 25, 1885. 1468

Mr. Andrew Wind,

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Hongkong, August 20, 1884. 1398

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Agents for the above Company are

prepared to GRANT POLICIES on MARINE

RISKS to all parts of the World, at current

rates.

ARNHOLD, KARBERG & CO.

Hongkong, November 5, 1883. 855

Mr. Hunt, solicitor, wrote to say he was informed that Messrs. P. and M. Walsh applied to have their names erased from the rate-book. There were arrears of rates due, and he cautioned the guardians to do nothing that would relieve Messrs. Walsh of their responsibility.

Mr. Walsh, a guardian, said: I want to get my name erased, and I want to know, Mr. Chairman, why you should oppose it (hear, hear).

The Chairman: Here is Mr. Hunt's letter.

Mr. Walsh, a guardian: I am a man;

but you are a rotten, tyrant landlord.

(Great disorder, during which Messrs. Walsh were arrested and denounced by the Chairman who threatened to dissolve the board.)

Mr. Walsh: Tom Fitzgerald is a tyrant

landlord.

Mr. Walsh: A noted scoundrel.

The Chairman: When the rate-collector applied for the rates he was told to wait from week to week.

Mr. Walsh: That is a lie.

The Chairman: I will endeavour to do my duty as long as I remain here.

Mr. Walsh: That will be very short.

Mr. Walsh: We want no rotten

landlords.

Mr. Walsh: Any man that wants me to pay rates for a landlord is a low scoundrel.

Mr. Quann: The chairman has always acted fairly, and it is not right to have anything said to him.

Mr. Walsh: You are a low scoundrel or old scupper from Sheepon. (Sensation.)

Mr. Quann: You are a scoundrel.

Mr. Walsh: What do you know, you common old skunk? (Renewed disorder.)

Mr. Quann: This conduct is scandalous.

Mr. Walsh: Hold your tongue, you miserable old scupper! (Disorder.)